



AUG 23 2001

CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

**Approval of Traffic Congestion Relief Program  
Project Applications**

**RESOLUTION TA-01-14**

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as "statute"), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program (TCRP), providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the TCRP; and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission, with assistance from the Department, is required by statute to review and approve applications for TCRP projects that meet the requirements in statute and guidelines; and
- 1.5 WHEREAS the Metropolitan Transportation Commission (MTC) has submitted an application for TCRP Project #10 – Regional Express Bus; acquire low-emission buses for new express service on High Occupancy Vehicle (HOV) lanes regionwide, in nine counties, and
- 1.6 WHEREAS the Commission, with assistance from the Department, has reviewed the submitted TCRP project application, and subsequent clarifications and revisions, and determined the following issues needed to be addressed prior to Commission approval:
  1. Define how express service will be delivered for the routes and portions of routes off the HOV system, including timelines and funding strategies where signal prioritization is the primary method to provide express service.
  2. Verify that the procurement of diesel buses meet the air quality compliance path each operator has filed with the California Air Resources Board (CARB).
  3. Define methods to ensure that Express Buses and Express Bus pick-up locations are clearly identified to transit riders.

4. Provide timelines for procurement of additional buses and construction of support facilities (Park and Ride lots, HOV direct connectors, transit hub improvements) to complete the Bay Area Rapid Bus Proposal (total estimated cost \$188 million) described in the MTC Bay Area Transportation Blueprint for the 21<sup>st</sup> Century.
5. Establish the standard vehicle requirements, annual performance evaluation criteria and process to transfer buses among operators to ensure express bus service is delivered as originally proposed.
6. Demonstrate MTC's commitment to provide bi-annual TCRP Progress Reports through full implementation of the Bay Area Rapid Bus Proposal, and

1.7 WHEREAS at the August 22, 2001 Public Transit Committee meeting, the issues under Section 1.6 were discussed, with MTC providing the following information and commitments to address the issues identified under Section 1.6 above:

1. Routes and portions of routes off the HOV system provide express service via limited stops and signal prioritization. MTC, the County of San Mateo and the Department have begun efforts to improve signalization along the El Camino Real corridor in San Mateo County.
2. Transit operators participating in this program have all selected the diesel path under California Air Resources Board (CARB) regulations. All buses procured under this project comply with the diesel path, and all operators will comply with CARB requirements through the acquisition of low emission buses and retrofit of existing fleets. *For buses procured using TCRP funding, additional low emission features will be provided through the use of diesel particulate filters and low sulfur diesel fuel with full compliance by July 1, 2002.*
3. Regional express bus service will be marketed and coordinated under the guidance of the Regional Transit Marketing Committee and include Department and Commission staff participation and input. *Express buses and routes will be identified through the use of headsigns or placards identifying all express buses, identification of express bus stop locations at each stop, maps and schedules to announce the new service, and identification through web-based and telephone trip planner services.* MTC and each operator has entered into an agreement that documents operator compliance with the MTC Call for Projects for the Regional Express Bus Program requirements.
4. The existing transit infrastructure will allow the \$40,000,000 express bus service to be implemented immediately. *Additional infrastructure needs will be considered during finalization of the upcoming 2001 Regional Transportation Plan.*
5. Buses will be standard over-the-road or standard suburban buses. *Routes and specific services will be evaluated annually; buses provided for routes and service that are not implemented as planned or do not meet ridership and farebox recovery targets will be moved to routes and services that can achieve these goals.*
6. *MTC will consider additional infrastructure during finalization of the upcoming 2001 Regional Transportation Plan and program improvements as funding becomes available, and will prepare bi-annual TCRP progress reports until completion of the \$188 million Regional Express Bus Program; and*

- 1.8 WHEREAS on August 23, 2001, an overview of outstanding issues raised by Department and Commission staff identified under Section 1.6 above, as well as the information and commitments presented by MTC identified under Section 1.7 above, was presented before the full Commission for discussion, and
- 1.9 WHEREAS based on the information and commitments provided by MTC and identified under Section 1.7 of this Resolution, the Commission is satisfied that the issues raised and identified under Section 1.6 of this Resolution have been resolved by the information or commitment provided by MTC.
- 2.1 NOW THEREFORE BE IT RESOLVED based on the information and commitments identified under Section 1.7 of this Resolution, the Commission does hereby approve the following TCRP project application for \$40,000,000, with subsequent clarifications and revisions:
- Project #10 - \$40,000,000, Phase 4 for Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide.  
Applicant Agency: Metropolitan Transportation Commission (MTC)  
Implementing Agency: MTC  
Advance Requested: \$40,000,000
- and;
- 2.2 BE IT FURTHER RESOLVED that for Project #10 – Regional Express Bus on HOV lanes regionwide, an allocation of funds for the purchase of Over-the-Road buses is contingent upon documentation from MTC stipulating that the new vehicles will meet the all CARB and Environmental Protection Agency (EPA) emission requirements for October 2002 transit buses, including requirements for combined 2.5 g/bhp-hr oxides of nitrogen (NOx) plus non-methane hydrocarbons (NMHC), with a limit of 0.5 g NMHC; and
- 2.3 BE IT FURTHER RESOLVED that for cash flow purposes, an advance up to \$4,810,000 is approved for the procurement of suburban buses; and
- 2.4 BE IT FURTHER RESOLVED that the advance payment shall be based on actual cash flow projections using the actual bus delivery and payment schedule, and shall not exceed the maximum expected monthly cash payment; and
- 2.5 BE IT FURTHER RESOLVED that MTC shall maintain a record of all buses acquired with funding provided by this application approval, shall maintain that record for the lifetime of the vehicles, and shall provide that information on request; and
- 2.6 BE IT FURTHER RESOLVED that an allocation of funds for the El Camino Real Express route is contingent upon Commission review and approval for future funding of the final Negative Declaration for the SamTrans Evaluation Study, addendum to address addition of Regional Express Bus Service along the El Camino Real corridor; and

- 2.7 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for these projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.